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Marine

News

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Shipyard Report

Go Big or Go Home

On the Inland Rivers:
Shortcut to Shortsea Savings

Pushboats & Barges
Barging right ahead on
design & capacity

SATCOM:
Much more than just voice

Barges, Barges, and More Barges.

Although Marcon International, Inc. typically focuses its market reports on tugs, Marcon's Bob Beagle also says that most tugs worldwide would be laid up without a barge to tow or push. Barges are still the workhorses of the towing industry – hauling millions of tons of various cargoes both offshore and on global inland river systems. And, in many areas it is still more efficient to move cargo by water than land, while reducing both emissions and highway congestion. America's Marine Highway System consists of over 29,000 nautical miles of navigable waterways including the Great Lakes, the Saint Lawrence Seaway System, coastal, and open-ocean routes.

On the Mississippi River system a single 200' x 35' x 12' inland river hopper barge is capable of carrying 1,750 short tons of dry cargo which is the equivalent of

16 railcars or 70 semi-tractor/trailers. It will take 144 semi-tractor/trailers or 46 rail cars to replace a single 300' x 54', 27,500bbl tank barge hauling liquid bulk cargoes. Forty-one U.S. states plus Guam, the Pacific Islands and Puerto Rico and *all* states east of the Mississippi River are served by commercially navigable waterways. While all transport modes have been getting more fuel efficient, at 616 ton-miles per gallon, inland towing is still substantially more fuel efficient than rail or trucks.

Over 884.9 million short tons of total commodities were on the inland and coastal waters of the U.S. in 2012, down 0.5% from 2011 and most of this was carried by barge. As of 31st December 2012, with updates through 31st October 2013, the U.S. fleet consisted of a total of 31,550 dry, deck, tank and other barges, up 52 barges

over 2011. Of these 31,550 barges, 26,705 were classified as freight barges – dry cargo/hopper or deck, and 4,627 as tank barges. Barges range from under 10' in length for sectional units up to almost 1,000' in length, capable of performing myriad chores including cargo transport, pipelay, heavy-lift, water-desalinization, power generation and offshore floating production/storage.

Marcon's analysis of U.S. barge fleets is based on U.S. Coast Guard records, the U.S. Army Corps of Engineers, the U.S. Maritime Administration, Marcon International's own databases and various owners and operators inputs. Each tracks different data at different times. Those numbers are a moving target. As of May 2013, there were approximately 28,931 barges documented with the U.S. Coast Guard plus an estimated

Mode	Ton-Miles/Gallon
Inland Towing	616
Railroads	478
Truck	150

Source: *A Model Comparison of Domestic Freight Transportation Effects*

Barges: Briefly By the Numbers ...

World's Largest barge (*): Heerema Group's 139,694 DWT (853x207x49') launch barge "H-851"
Longest Barge in the World: the 1973 built, self-unloading Great Lakes bulk carrier "Presque Isle"
Dimensions of "Presque Isle": 974.5' x 104.6' x 45.7'
Overall combined tug/barge length of "Presque Isle": 1,000'
Highest Domestic Gross Registered Tonnage (Barge): AT/B tank barges "OSG 350" and "OSG 351"
GRT of OSG 350 and OSG 351 (each): 27,615 tons.
Oldest documented U.S. freight barge: the steel hull "109" home-ported out of Holland, Michigan.
Oldest "tank" barge: 169' unit built in 1896 (might not be still in liquid service).

(*Excluding ultra-large FPSOs, floating drydocks

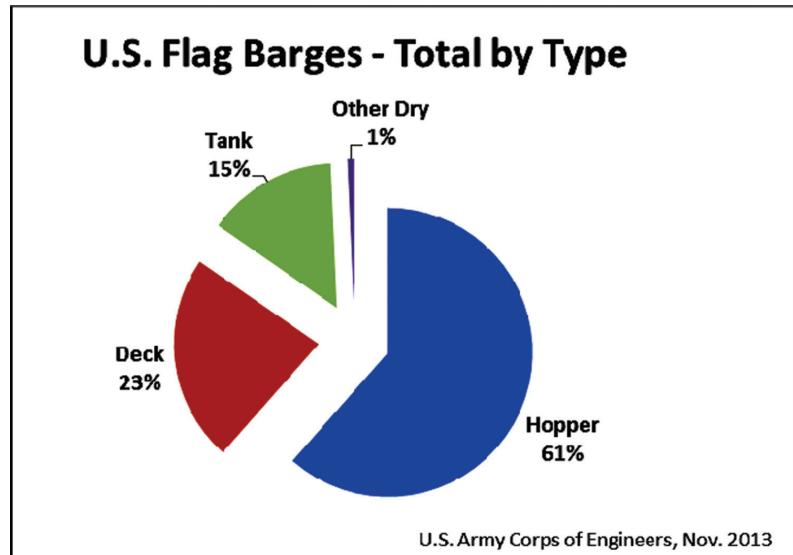
10,000 +/- undocumented barges of various sizes in service (U.S. Army Corps of Engineers records show 31,550 barges, which does include many undocumented barges). 24,179 freight (3.86%) and 4,512 (5.67%) tank barges were documented with the U.S. Coast Guard compared to 23,281 freight and 4,270 tank barges in July 2008, which was almost half-way through the "official" 1-1/2 year U.S. recession that began in December 2007.

Of the 3,898 barges and 12,801 vessels worldwide which Marcon International actively tracks, approximately 750 are for sale. Some listings may have multiple barges included and other barges may also be able to be developed on a private & confidential basis. 26% of the barges that Marcon has for sale are U.S. flag, with the other 74% foreign flag.

Although there are two to three times as many hopper barges than flat deck barges in the United States, worldwide there are probably more conventional flat deck barges and a greater total deadweight carrying capacity than any other type. Flat deck barges carry cargoes on deck such as containers, gravel, construction equipment, multi-million dollar project cargoes and rolling stock. Most of the barges are single deck, although house, double and even triple deck Ro/Ro barges are in service. Ac-

ording to the U.S. Army Corps of Engineers, as of November 2013, there were 7,296 U.S. flag deck barges in the fleet with 31.9% of the barges of all sizes over 25 years of age. This is definitely an improvement compared to the end of 2008 when 43% of the U.S. deck barge fleet was over 25 years of age. In the last 33 years, Marcon International, Inc. has sold or chartered a total of 1,329 vessels and barges including 134 ocean deck barges with an aggregate deadweight of 843,147 tons and 75 inland deck barges to-

taling 132,832dwt in addition to other types of vessels and barges.



Marcon Listed Barges for Sale

	Deck	Crane	Tank	Hopper	Misc.
Marcon File Designation	DB	DK	TB	HB	MB
Total Tracked	1,895	358	741	404	445
Total For Sale	350	92	97	107	82
U.S. Flag For Sale	109	21	27	14	16
Foreign Flag For Sale	241	71	70	93	66

Marcon International, Inc.
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